

# The Ford Script



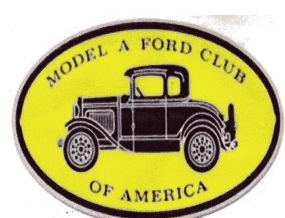
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**GWC President Jim Gray delivering our Club's donations to Toys for Tots**



Dedicated to the restoration and preservation of Model A Fords for over 50 years.

# The Ford Script



Official publication of:  
George Washington Chapter, Inc.  
of the Model A Ford Club of America  
and the Mount Vernon Region  
of the Model A Restorers Club  
3903 Old Lee Highway  
Fairfax, VA 22030

Chapter meetings are held on the third Wednesday of every month at the American Legion Hall, 1355 Balls Hill Road, McLean, Virginia. Social meeting begins at 7:30 p.m. and the business meeting starts at 7:45. Members and guests are invited and encouraged to drive their antique cars to the meetings.

Chapter members are encouraged to belong to both MAFCA and MARC national clubs. The chapter Web page on the Internet may be accessed by:

[www.gwcmodela.org](http://www.gwcmodela.org)  
Web Master: Greg Shepherd

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Copy for THE FORD SCRIPT should be e-mailed to the Editor to arrive by the Monday prior to the first Wednesday of the month to: [billhsims@gmail.com](mailto:billhsims@gmail.com)

**Next deadline: Monday, January 2<sup>nd</sup>**

## GRAY WITH AN A



With the end of another busy year for the GWC, we've now officially entered the "too much to do and too little time to do it" phase of the year.

As soon as our Nov 16, 2016, annual membership meeting finished up, it was if I'd pushed Ruby into overdrive, and things just took off.

Thinking back on the meeting, here's how it flowed: we needed 37 for a quorum, and we had 68, 60 of whom were voting members (was it our offer of pie & ice cream?). After a few brief remarks, Stan

Johnson, our secretary, read the list of nominees for the BOD for 2017. It was moved we accept the nominees, and a call for the vote lead to a unanimous vote in favor.

I would like to thank Jason Cunningham, John Dougherty, Mark Kucklewitz and James Kolody for helping me carry speakers, ice cream, and other assorted items into the hall. Doug Tomb got set up and started signing people up for the Christmas party, and had 37 names by evening's end. As we were setting up, James set up the sound system and made sure it was in working order for Stan's program on his hot rod project. Shep was in the mix getting Stan, his computer, and our projector all in synch.

Thanks are also due to Bill Cassells for helping me get the pie and ice cream set up; and to Mark Kucklewitz, John Dougherty and Gil Beckner for helping me serve. Many folks, including James Kolody, Shep, Mark Kucklewitz, and Doug Tomb helped me clean up; my thanks to you all!

When I called for Model A stories, Clem launched off on a tale about his trip to NJ and the infamous "Pumpkin Run." Bruce Metcalf and Benny had gone with him, and tried to verify his wild claims of how great it was, but the audience seemed unconvinced. Luke Chaplin then chimed in that he, too, had been there, and that it was, indeed, a great time. Although Clem had many admirers of his Pumpkin Run shirt, I'm not sure he recruited any folks for next year's event – at least none who would admit it out loud.

The ladies in attendance found Clem's claims hard to accept – just ask Charlene Beckner, Ellen Jaeger, Laurel Gauthier, Jean Henderson, Loretta Metcalf, Mary Lee Cassels, Eleanor Minners, Carol Benedict, and Judy Worsham.



Following the business meeting, my helpers and I started the pie service going, as Stan kicked off his presentation – a great flashback of a tale about his youth making up a hot rod to run on the local track in Washington State. He now realizes he did not really do most of the "heavy lifting" back then as he had thought at the time - his dad did. To save money and time, he and his buds had pushed to get their flathead-powered hot rod onto the

new track, so they didn't put on any shocks. They did as soon as that first race day was done – day one at the track was bone-jarring and nearly uncontrollable.

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## **GRAY WITH AN A (Cont.)**

Switching to recounting the events of his latest hot rod effort, he confessed that perhaps, once again, he was too eager to get things going. After buttoning up his new-to-him flathead and firing it up, he discovered that what he'd made was a static flame thrower. After a quick shut down and subsequent tear-down, he found 3 stuck exhaust valves.

Following the meeting, I noted we had 3 pies left over, so it seemed only right to offer them to the membership, so I auctioned them off for a total of \$60, which will be donated to Mike Copperthite's charity fund.

We served 68 people 72 slices of pie at this year's annual membership meeting, and beat the odds for a business meeting. My lawyer friends say you can tell a meeting has come to a successful agreement when nobody walks away from the table satisfied. I'm glad to report that our annual membership meeting was very different, since I believe we all left the meeting very well satisfied, indeed.

May you all have a wonderful holiday season and a very Merry Christmas; your new BOD and I look forward to another great Model A year in 2017.

Jim Gray

## **FROM THE EDITOR**

I am still blown away by the events at our Christmas Party last weekend. I am staggered and humbled. So very few people have been honored with a Lifetime Membership over the 53-year history of the Club (I am the 13<sup>th</sup>) and to become a member of that elite group ... I don't know what to say. "Thank you" just seems insufficient. Maybe putting in a few more years as editor will soothe my soul.

My philosophy has always been to publish anything that a member submits that they've written. I also get submissions of Ford or Model A-related things, and they may get in if there's room. But if a member takes the time to write an article, that always gets top priority. And I know how much us old folks are unsettled by change, so I've made it a point to keep the Script format as close to the old printed version as I can, and the print at 12 point so most folks can read it without glasses. (I used to convert some stories or columns to 11 point as a space-saving option, but when some readers called to complain about the small print, I stopped doing that.) I even tried using a beige background when we first went electronic, but whenever I converted it to a pdf to email it, the background flipped to white. So I let that go. And that's my approach to the Script. Maybe that's more information than people want to hear, but I just wanted readers to know how I approach each issue.

The day after the party, I drove my A over to Fairfax Station. With the overdrive, I could whisk around the Beltway and out I-66 with no problem. But once I got onto 123, the engine began to overheat at stoplights and briefly at low speeds. It never boiled over, but it sure was steaming. This was something new for my car. I'd never had that problem before, believe it or not. But Jim Gray was at the station and recommended getting a thermostat. Hopefully that will cure the problem. And Jerry Olexson's suggestion to push up the spark whenever I stopped helped considerably on the way home.

Bill Sims

## Buzz Potter 1917 – 2016



Buzz Potter died on this past Thanksgiving Day. He was 99.

### **GWC MEMORIAL FUND**

The Club maintains a memorial fund consisting of donations received from its members. Of course, the donations are tax deductible as the purpose is solely educational, such as the Scholarship Program to our youth, yearly Club contribution to Model A Ford Foundation, which is responsible for the Ford Museum on the Gilmore Museum grounds in Hickory Corners, MI. Additionally, funds are used to secure speakers for our monthly meetings, when appropriate. And an annual donation on behalf of the Club is provided to the Armed Forces Retirement Home in Washington DC. Finally, your Board of Directors may designate other purposes as deemed appropriate within the guidelines contained in our bylaws. If you are so inclined to make a contribution before the end of the year, please send your donation to Greg Shepherd.

## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO



In his Report From The Smoke Filled Room, President Andy Pogan said that over 80 people had signed up for the Christmas Dinner Dance slated for December 7th at the Knights Of Columbus Hall in Arlington. Secretary Wayne Parker noted in the Script that the next big Club happening would be Bratton's work/overhaul day "to upgrade your A's vital components, on Saturday 18 January at Walt's." Then, following on the 25th was the long-gone Denton Flea Market, (where I once bought two "Johnson", or "Marvel", or "Sears" carbs for 5 bucks....sigh). They were designed by Johnson, Marvel made them, and Sears sold them, in droves!

Millard Springer and Donnie Temple were lined up to present Part II of their highly informative, in-depth distributor seminar for the December program. . Al Meeks sent his invitation to any interested in a "hands-on engine removal seminar", using his engine, with a flexible schedule to afford the most convenient date for potential participants. Then to take place in February, the "Clements annual open-house/basement electric train extravaganza", scheduled for the 23rd.

The November program "Model Vehicle Contest" had gone over well. Awards were made in two classes, Model A, and non-A. The distinguished panel of judges consisted of Ellen Deason and Clem Clement, who evaluated entries on the basis of originality, workmanship, difficulty of construction and "general pizzaz".



An amusing story was told by Elaine Glass Shafrin about her Model A purchase. The announcement to the family of its acquisition came in a casual manner at the dinner table, seemingly quite underplayed, since this was in the depth of the depression and It would be their first car. Dad looked at her in disbelief exclaiming, "You don't know how to drive!", and neither did he. She explained that she only agreed to the \$25 asking price if it included driving training. Unfortunately, no lessons on parking were included in the deal. The car, a '29 coupe, was said to have been in good condition, except for some fresh scrapes on a fender, which surprisingly were at the exact same height as some new scuff marks on the driveway wall....

Dave Henderson



## **MEMBERSHIP NEWS AND INFORMATION**

**Sunshine Report** -- Sadly, member Roy Feuchter died in November. I heard from his daughter that it was quite sudden and we know he did not suffer. He just joined the club earlier this year and was looking for an original A sedan. Our thoughts go out to his family and friends.

As a reminder, one of the bonuses for belonging to the club is our Sunshine report, which gets the word out for members that have challenges in their life. All you have to do is contact me with the information you would like to share and specifically mention it's for the Sunshine report, and I'll get the info out our members. This is a great and easy way to get the word out. Please take advantage of me!



**Website Report** -- Nothing new to report on the website. We are in a holding pattern till the new year and the new board is updated, newsletters for the year are posted and pictures from the Christmas and brown bag parties are uploaded.



### **Pay Dues**

It's that time of year again where dues are due! The board has decided to keep the amount the same so it's still only \$20 for a full-year membership. This includes access to the monthly newsletter as well as exclusive activities like the recent Willowcroft trip, our high-profile parades like Memorial Day and July 4<sup>th</sup>, as well as our holiday and summer parties. We have had good response from the membership so far. I have received about 50 renewals but still have a way to go. Before the Holiday season really gets going, please get your dues in. Please make a check out for \$20 to GWC (\$30 for those grandfathered in that get the paper copy of the Script) and mail it to:

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## MEET YOUR NEW BOARD OF DIRECTORS



Tom Quigley, Bill Worsham, Mark Kuklewicz, Jay Melton , Jerry Olexson, Greg Shepherd, Jim Gray, Stan Johnson, Benny Leonard, Bruce Metcalf, Bill Sims, Doug Tomb, James Kolody, Jason Cunningham (not present: Milford Sprecher)

This is your BOD for 2017. Our only loss, and it is significant, is Howard Minners, who stepped down after 32 years on the board. Stan Johnson, our Secretary for 2016, will take the National Liaison job; Doug Tomb, last year's Activities Chair, will be our Secretary; and Jason Cunningham (on the far right of the picture) has agreed to become our Activities Chair.

Jim Gray

## MAFFI NEWSLETTER MINUTE

### **EXHIBITS SO SPECIAL, THEY'RE ONLY HERE FOR A SHORT TIME!**

It is our vision for each and every member of MAFFI to experience the Model A Ford Museum on the Gilmore Museum grounds sometime in their lifetime. There is always something going on at the Gilmore Museum and right now you can enjoy something very special if you are a Sports Car enthusiast as well as a Model A enthusiast.

#### **“The Golden Age of [Sports Cars](#), 1949-1967” (October 2016 – April 2017)**

This limited-time exhibit showcases nearly two dozen of rarest and most sought after sports cars in the world including: Nicolas Cage's 1967 Ferrari 275/GTB 4, the race-inspired 1955 Mercedes Benz Gull Wing, and an authentic Shelby Cobra 427. This exhibition is guest curated by Tom Kayser and John Lacko and is sponsored in part by the Mad Dogs & Englishmen British Car Club.

Remember that as a MAFFI member, your admission is free. If you are not a member, ask your club liaison how you can join. Looking forward to seeing you there!



## **FACING THE INEVITABLE**

After owning and thoroughly enjoying my 1931 Model A Tudor for 65 years, and paying only \$20 for it in 1952, the time has come for this beautiful, carefully restored old vehicle to be passed on to someone who will continue to care for it and enjoy it. This comes at a time when Donna and I have sold our house and moved to a retirement community that does not have enclosed parking for the car.

We gifted our Model A to our son Jerry on his birthday this past Nov. 28<sup>th</sup>. Jerry lives close by and can occasionally come by to offer us a ride.

All our boys—Tony, Jerry and Rudy—have been good mechanics. As teenagers, they helped in the entire four-year “ground-up” restoration of this vehicle. About 1977, they towed the badly rusted ancient Model A from their grandmother’s old hay barn in Ohio 365 miles to Virginia, with a tow bar attached to their teenage old 1969 Ford Maverick, in hopes of taking it to the prom.

It never got to the prom but sat several winters under a tarp in the driveway while the kids went to college. Several years later we built a garage in honor of our son Tony, who sadly died in a motorcycle accident at college. We remember Jerry and Rudy straightening the frame with a sledge hammer in the yard while the chassis hung with ropes from the rafters of the garage. After hanging plastic drop cloths all around the inside of our just-built garage, Jerry worked together with his best friend, Steve Cook, to spray the Elk Point Green and Kiwanee Green paint with yellow on the wheels. He and Rudy also helped to install the overdrive transmission that my wife Donna gave me as a Christmas surprise.

I wish we had three Model A’s, one for each of our remaining children—Janelle Watkins, Jerry Zadnik and Rudy Zadnik—but we only have one.

Valentine Zadnik



Val in his dapper days

## GWC 2016 CHRISTMAS PARTY



Boy, 2016 has gone by fast. This has been a busy year for the Club, and what better way to top it off than a fun GWC Christmas Party for the members and their guests.

We were hosted again this year by Paul and Laurel Gauthier at the Fairfax American Legion Hall in Fairfax, VA. Everyone was impressed with the Hall last year, so we welcomed the opportunity to be there again. The evening lived up to our high expectations, and everyone had a very pleasant time.

We had 69 members and guests signed up for the GWC's end-of-the-year gala event. The Legion hall was decorated in its usual festive holiday garb, and the weather cooperated nicely too. In a past year it snowed on the evening of the party. Not this year. It was sunny all day, and cool, but clear in the evening.

Of course, the magic of a Christmas event is the music, and Tank Edwards once again graced us with his own Christmas music magic. He and Barbara even got a chance to dance along with the rest of the club members later in the evening. Tank plays his favorite songs, and he played a good selection that everyone enjoyed.

About midway thru the evening, we thanked the outgoing 2016 Board, and welcomed in the new 2017 Board. We gave a sad goodbye to Howard Minners, who is stepping down from the Board at the end of the year, and we gave a warm welcome to Jason Cunningham, who is joining the Board as the new Activities Chairman. Doug Tomb will assume the role of Secretary, and Stan Johnson will take over as National Liaison from Howard. The rest of the Board is staying in place, and we thank everyone for their continuing service to the Club.



The highlight of the evening was the announcement of a Lifetime Membership Recognition Award. This year's honoree is Bill Sims, our longtime GWC Newsletter Editor, and an active member in the Club. President Jim Gray gave a recounting of Bill's long efforts for the GWC, as well as a history of the Model A Ford that Bill currently is the custodian of. Jim's remarks summarized Bill's background with the Club, as follows:

For the better part of 2 decades, Bill Sims has unselfishly put forth many hours of his time and applied his expertise to editing the GWC Ford Script, at last count, for 21 years now. He is truly an unsung hero in our Chapter, and moreover he is still at it. His efforts are well reflected in the award winning Script, which we all receive each and every month.

Not everyone knows that Bill's Model A was the legendary rural mail carrier Richard Carter's vehicle, which had accrued over 400,000 miles, long before Bill bought it. Through thick and thin, Bill has seen to it that this Model A is in the "go" mode, and attends club events regularly. Bill even helped it become a movie star car with its appearance in the movie "J Edgar". Through Bill's continuing efforts, both the Club and members have been helped by his long and dedicated Editorship. The Club recognizes Bill's effort on behalf of the Club by bestowing our Lifetime Membership Award and a plaque commemorating this honor.

After the award, the evening was accented with the customary drawing of the Men's and Ladies' gifts,

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## GWC 2016 CHRISTMAS PARTY (Cont.)

as well as a drawing for the Model A Ford decanter. This year it was a Model A Ford Police phaeton.

As in past years, Jim and Edna Cross donated a wood bird house to the event, even though they were unable to attend, due to a family wedding. Also, the table centerpieces were raffled off, and went home to add to the winners' Christmas decor.

I want to thank Jim and Kathie Gray for their help cohosting this event, and Paul and Laurel Gauthier, who sponsored us at the Club, and helped receive the guests at the door. I want to thank Beverly Tomb for her help in the selection of gifts, and the selection of the centerpieces that went to new homes. I want to thank Mark Kuklewicz for his selection of a Model A Ford model car gift, and adding the soda fund to the pool for Club raffle gifts. It all resulted in a festive evening and a chance for the members and their guests to enjoy a bit of the spirit of the holidays.

The very generous gifts donated by members and placed around the Christmas tree, intended for the Toys For Tots, will be delivered by Jim and Kathie at the Toys For Tots receiving center.

I hope everyone has a wonderful and joyful Christmas and Holiday season.

Doug

### SEEN AT THE CHRISTMAS PARTY



**SEEN AT THE CHRISTMAS PARTY (Cont.)**





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**AWARD OF THE LIFETIME HONORARY MEMBERSHIP  
TO BILL SIMS**



Article III of the George Washington Chapter, Inc. By-law stipulates that we will have two classes of Membership: Active and Lifetime Honorary.

The criteria for Lifetime Honorary Membership are both qualitative and quantitative as follows:

- Outstanding and sustained service on behalf of the Club
- Sustained excellence in Researching, restoring and maintaining the Model A Ford
- Outstanding and sustained contributions to the Model A hobby and to the Club
- Conspicuous, valuable and sustained helpfulness to other members

Consider this disparate list of facts:

- Many years ago, there was a rural mail carrier in Maryland who delivered mail in his trusty 1931 Model A slant window Town Sedan. Over the years Richard Carter put over 400,000 miles on that car; that car lives on.
- From Sept. 1967 to April 1972, there was a young man who served his country as a Captain in the US Army, serving in Military Intelligence...in Germany... where the beer is excellent.
- In *Hamlet*, 1602, Shakespeare gave Rosencrantz the line "... many wearing rapiers are afraid of goose-quills and dare scarce - come thither." Or, in more modern English, "the pen is mightier than the sword."
- For those interested in old cars, the pen is also mightier than the wrench, for it teaches us how to use that wrench.
- Our newsletter, *The Ford Script* – has been published for 37 years; for 21 of those years, or 252 months, it's had one editor.
- Our nominee for Lifetime Honorary Membership this year has provided 21 years of support to each and every member of this club.
- Proving that the pen is mightier than the sword, or perhaps the wrench, our selection for Lifetime Honorary Membership for 2016 is Bill Sims.

Jim Gray, President, 2016  
GWC, Inc.

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## JUST FOLLOW THE CHEVY (?) IN FRONT OF FRONT OF YOU

A few months ago a friend of Clem's, Franklin Gage, sent him an invitation for the GWC to attend The Old Dominion Region of the Vintage Chevrolet Club of America's Fall Tour to the Potomac Highlands area of West Virginia. Clem passed the information to our illustrious Web Master, Shep, who, in turn, sent it out to the Club. Since the tour involved a ride on the Potomac Eagle Scenic Railroad, Carol and I thought it would be great fun to get Cricket in amongst a group of Chevy's, so we signed up. We did not realize at the time that Cricket had developed an overheating problem over the winter and would not be able to participate.

As the start date of the tour, October 29<sup>th</sup>, approached, we decided that, rather than withdraw from the tour, we would take Cotton, our 2014 Ford Fusion. The tour brochure indicated that modern iron was okay, so we figured "what the heck!" So bright and early that Saturday morning we headed to The South Branch Inn in Moorefield, West Virginia, for the start of the tour. We got to the Inn about half an hour early and met up with Franklin in the lobby. Several of the participants had spent Friday night at the Inn and others were trickling in for the start. There were 11 couples on the tour, with Franklin in the lead riding solo. Most of the folks were from Virginia or Maryland, but there was also a couple from Pennsylvania and another from Ohio. The Chevy's ranged from a 1936 Sport Sedan to a 2008 Corvette.



Some of the tour cars. The '55 is my favorite.

Our first stop was at Chris Alt's car and truck collection. Chris owns a large trucking company and has a very eclectic collection of old cars and trucks ranging from the 1920's to a 1 of 200 Special Ford F-150. The highlight of his collection is, however, not a car or truck but a trailer for an 18 wheeler rig. The trailer is special because it is painted with the main street of Moorefield, circa 1940, with family or



Chris is partial to REO's.



Chris in front of his Moorefield trailer.

friends of the Alt family throughout the two scenes of both sides of the street. And Chris can tell you who each person is and has a little history on each. It was really a joy to follow him around the trailer. After the tour of Chris's collection, we were off for a drive on the back roads of West Virginia to view the fall colors. We really got lucky with fall viewing because the trees had to be right at peak color in most of the places we went. After about a 30-mile drive, we stopped at the Gateway Restaurant for a wonderful lunch and then it was on to Spruce Knob, the highest point in West Virginia. The views

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## JUST FOLLOW THE CHEVY (Cont.)

from the tower at the top of the hill were fantastic. After Spruce Knob we headed back to the restaurant to regroup. On the way down, Carol and I were on our own and about half way down we



The view from the top of Spruce Knob. Someone needs a haircut!

ran into one of the other couples in a '76 Corvette who had overheating problems on the way up. They had lost a lot of water out the overflow. We had a couple of bottles of water that we added to two more they had secured from some folks who had stopped with them at a wayside. It wasn't enough to fill the radiator so Carol and I headed back up to see if we could catch any of the others and find more water. We ran into Franklin on the way down and he had come prepared with extra water. We finally all got back to the restaurant for a well-deserved rest.



Jim helping with a Corvette!?

After that stop we headed out to the next venue, The Cool Hollow Maple Farm, to learn about maple syrup making in West Virginia. We didn't even know that the maple syrup industry existed out there. Turns out there are a number of such farms in the area. The Cool Hollow Maple Farm was started by Ricky and Sam Harper in 2013 on a family farm that had several thousand sugar maple trees. All the taps are redone early each year and the taps are connected by small plastic tubing leading down to the steamer/cooker. The sap and the syrup are never touched by human hands, and boy is it good syrup. They said they had been told that their syrup was exceptionally buttery by not only customers but also by some of their vendors and even competitors.

After Cool Hollow, we headed back to the host hotel and then walked over to the Ponderosa Restaurant right next door for dinner. We hadn't been to a Ponderosa in a month of Sundays! We had a nice time at the restaurant but towards the end of the meal the wife of one of the participants suffered what appeared to be a heart problem and 911 had to be called. Fortunately, an EMT was also at the restaurant and stepped in to help. As it turned out, the lady had had similar problems before but her husband didn't think she had. She was talking with the ambulance EMTs before they took her to the hospital in Winchester, where she stayed overnight. The word the next day was that she was doing okay and would be heading home.

Sunday morning, after a continental breakfast, we gathered for the drive to Romney and the ride on the Potomac Eagle. The trip is normally down the South Fork of the Potomac through an area called "The Trough" for American Bald Eagle viewing. However, once a year, during the fall season, the train first goes in the opposite direction towards Petersburg, West Virginia, then reverses and comes back through Romney heading to The Trough. Ours was the once a year trip! On the train we had a Club Car for our group. The views from the car were spectacular and we had an on-board docent

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## JUST FOLLOW THE CHEVY (Cont.)

that provided an insight into the history of the area. The train stopped just before The Trough to allow folks to move to an open gondola car for better eagle viewing. Carol and I stayed in the Club Car as the docent also announced when the engineer spotted any eagles. Most of the announcements were about eagles flying at the front of the train, and what we discovered was that eagles fly faster than the train moves. It was still a great ride and we did see a few eagles. While we were on the trip back from Petersburg,



Tour cars at the Potomac Eagle Parking



'39 Master Deluxe and '36 Sport Sedans.

Franklin served us a lunch of sandwiches, potato and macaroni salad, and chips he had picked up from a local deli. It was great and undoubtedly cheaper than food supplied on the train. And we got too many cookies for desert. As we arrived back in Romney, the rain that had been forecast finally made a showing and we got a bit wet getting to our respective cars. Still, it was a very enjoyable weekend and all



Our Engines. the one on the right was lead.

those Chevy folks were very tolerant of our nonstandard car. Turns out several had Model "A's" of their own, or had at one time owned one. They were a great group to be on tour with!



Going through the Trough.

Jim & Carol Cartmill



## AN AIR FILTER FOR YOUR MODEL A FORD

The use of an air filter on your Model A can be a controversial subject. "If Henry didn't put it on, then you don't need one," is often heard from Model A owners. Certainly, roads were dustier back then. Regardless of what Henry did with the Model A, he later put air filters on his cars and we now have very sophisticated air filtering systems on our cars.

Bert's Model A, a well-respected Model A parts supplier, has this to say about air filters and car engines: "Carburetors, with their air input totally unfiltered, suck in all kinds of stuff that can do damage to your engine. Fine silica dust and powdered rock are the most common materials that are pulled in and cause engine wear."

Many people have felt the need to put an air filter on and the Air Maze filter is what most people use. Both of my Model As came with the Air Maze on them.

I have never been a fan of the Air Maze for the following reasons:

- They hang down and collect gas from our often-dripping carbs, contaminating the filter and causing a fire hazard. (That problem can be fixed, but how many of us do that?)
- They restrict the air flow, causing the carburetor to run rich.

No less an authority than Ken Ehrenhofer addressed this exact question in the Sept-Oct 2016 issue of the *Model A News*, although the question was about a Model B air filter. "I am certain that they made Air Maze filters for the Model B carburetor, but I am not familiar with them...As for the affect (sic) they have on the performance it is very little. In normal operation the air going into the throat of the carburetor and the air in the fuel bowl are of the same atmospheric pressure (approx. 15 psi). When you put on an air filter you slightly restrict the air going into the throat of the carburetor thereby decreasing the pressure and enriching the mixture. The original wire screen filters (silencers) offered little restriction but as filters improved the problem became more evident and the later carburetors ran a tube (vent) from the fuel bowl to inside the carburetor throat to balance the air pressure under all conditions." While he says that the effect of the filter is minimal, he does admit that installing one does enrich the mixture.

I am not one to argue with an authority like Ken, but my experience with my Town Sedan is that the carb was running very rich with the old Air Maze on it. As to the restriction that paper filters place on carburetors, some information on paper air filters is found on Wikipedia: "Pleated paper filter elements are the nearly exclusive choice for [automobile](#) engine air cleaners, because they are efficient, easy to service, and cost-effective. The "paper" term is somewhat misleading, as the filter media are considerably different from [papers](#) used for writing or packaging, etc. There is a persistent belief amongst [tuners](#), fomented by advertising for aftermarket non-paper replacement filters, that paper filters flow poorly and thus restricts engine performance. In fact, as long as a pleated-paper filter is sized appropriately for the airflow volumes encountered in a particular application, such filters present only trivial restriction to flow until the filter has become significantly clogged with dirt."

The K&N filter web site has some contrary information: "Most people believe that all air filters function on a go/no go basis where dirt particles that are larger than the openings in the filter media are trapped while particles that are smaller than the openings can pass right through. A dry paper air filter does function in this manner. That's why paper filters are so restrictive to air flow. The openings in this type of filter have to be very small to filter efficiently." . They are trying to sell their products, so they have a business reason to promote an alternative design.

>>>>>>

## **AN AIR FILTER FOR YOUR MODEL A FORD (Cont.)**

Bert's Model A has this to say about paper air filters: "The level of air resistances varies depending on the size, surface area, and the physical attributes of the filtering material."

And from K&N: "There are few areas more confusing than identifying dirt retention requirements when it comes to air filters. Most vehicle owner's manuals remain silent on the point. In fact, few air filter manufacturers publish any information as to the filtration efficiency of their filters. This stands in marked contrast to oil and fuel filters, where there is a relatively large amount of information regarding filtration requirements and capabilities. Studies have shown most engine wear is caused by particles 10 to 20 microns in size. K&N air filters, like most quality disposable air filters, provide excellent filtration of these particles."

"To ensure our air filters provide a high level of dirt protection, we regularly test our air filter designs using the testing procedure described above. Those tests demonstrate K&N air filters generally achieve overall filtration efficiency in the range of 96% - 99%. The fact that our air filters at times reach overall filtration efficiencies as high as 99% while maintaining high airflow is a testament to the quality and capabilities of our oil impregnated cotton air filter medium."

I was unhappy with my Air Maze filter and I wanted to replace it so that the car would run better, while still protecting the engine. I came across a filter kit for a Model A that uses a K&N filter. K&N filters have a good reputation for filtration and are less restrictive on air flow. I have installed K&N air filters on my modern cars with good results.

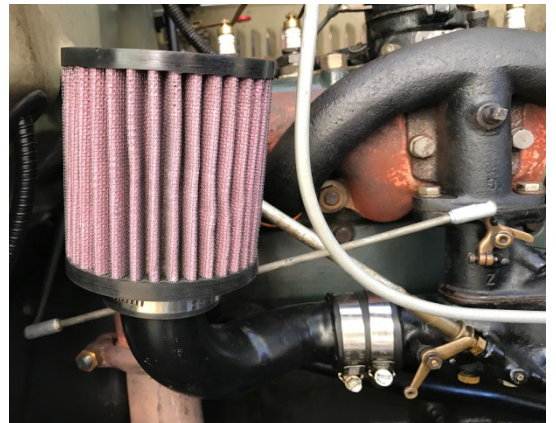
The K&N filter for the Model A is not cheap, but it should do a good job. It turns up rather than drops down like the Air Maze and is very easy to install and remove for judging. You don't have to worry about gas flowing into your filter media. See photo to see what I mean.

This K&N filter is available on eBay for \$69.80. If you can lengthen the service your engine gives, it is a small price to pay. Your oil should stay a little cleaner, too!

Some people like the vintage look of the Air Maze filter and have adapted K&N filter media to the Air Maze. Bert's Model A has a web page that describes how to put a K&N filter into an Air Maze filter housing. I provide the link rather than copy large amounts of text from Bert's site: [http://www.model-a.org/filtering\\_air\\_into\\_carb.html](http://www.model-a.org/filtering_air_into_carb.html) as to how you might do this.

I am not an engineer and am a shade tree mechanic, at best. I do like my cars to run efficiently and I like to maintain them as well as I can. For that reason, I use air filters on my cars. Now if I can only get my carbs to quit dripping. For a fix on that, see the most recent issue of The Restorer.

Sources: Wikipedia  
Bert's Model A  
K&N Filters  
eBay  
*Model A News* Sept.-Oct 2016



Milford Sprecher

## **THE PUMPKIN RUN; THE PUMPKIN RUN-- EVERYBODY IS TALKING ABOUT THE PUNKIN RUN!**

WOWEEEEEEEE!!!! You are talking a big time event this year. What a wonderful way to end the old car season. Memories of this show will lay warm on our minds as winter grips us. No political whouii—beautiful warm sunny fall Jersey weather. Happy crowds music great food and more. We were all as one enjoying the Pumpkin Run (<http://www.flemingspumpkinrun.com/>). If you missed this one... Here goes:



Frost the night before; then it warmed nicely to 65 with a light sporadic South Jersey wind. The flea market was sold out! And the quality of the merchandise was like that of 30 years ago. If you couldn't find a collectible you had to have, you were sleeping.

The staff is to be congratulated for their organization and hard work. They were everywhere helping out. All of the volunteers at the events also were most helpful to all. Salute to all!!

The show car parking rows were well back in the woods west of the event and well south of the pumpkin run. Heavy military truck presence. Easy a 1000 cars. Huge crowd: perhaps 8-10K. We gave up trying to decide which our fav was: all were!



One of the neatest exhibits was a Model A Tractor pulling a loaded trailer and running by itself in a fenced-in circle. Why do that you asked?...Why not? This is the PUMPKIN RUN

What a huge crowd of happy people with kids and dogs running everywhere. We loved the garden tractor pull for young adults. Biggest crowd ever. At 8 am, the show car delay was 1 hour to get in.

The Pumpkin Run shirts were super popular. A nice selection this year. I struggled to choose a color for my T: light gray with the big emblem on the front with the green pickup truck on it.

The selection of food carts was the full length of the flea market on the west side.

I'm talking a Bucket list show that is still on my list to return next year for my #4 visit to the PUMPKIN RUN!!!!!! (Did I mention it is in South Jersey where when you pray to your God, it is a local call!!! More later from this thrilled Jersey BOY.

Here'z them detailz:

Bruce Metcalf was "O Great Leader" for this mission. We rolled from my home at 1pm on Friday, picked up Benny Leonard at his home and rolled north arriving in Galloway, NJ, about 5:30pm. Checked into our palatial motel and headed out for dinner. Frankie Heiss had suggested the Galloway Diner and what a special choice that was! Cole was our server and what a fine job she did for us making recommendations and pointing out the place was BYOB: instantly 3 chilies appeared from our stock in Bruce's trunk. We had a nice chat with family next to us. Great food. I can highly recommend this Diner done truly in Jersey style. When we asked for the bill, Cole stated it was taken care of. We asked and she quietly mentioned that the family had noticed 2 of us were vets and wished to thank us. We were stunned with this wonderful gesture. I cried and all of us were in respectful silence, I for my country men we left behind. The Galloway Diner maître 'de refused to let us pay or to contribute to a charity they might be sponsoring. She said thanks and hoped we all would return. Hugs all around. Is this a great county or what? I tear up as I type as we were just doing what we thought was right in serving our country. >>>>>>>

## THE PUMPKIN RUN (Cont.)

After dinner, some chilies, local cheese and crackers helped us confer on the upcoming extravaganza. We arose at 5:15 am and hit Denny's for eggs at 6am. We were the only customers in the place since about 4:30 am. We can always count on Denny's for early chow. Then off to Schullville for the show. No traffic and we rolled right in thanking the traffic directors and parked in row B and hitting the fleas hard. Some vendors were still shaking the frost off their tables. We did the fleas first of course. Quality merchandise everywhere. Nothing we did not covet. The flea spaces were sold out as later we spoke to a vendor who could not get in.

After that rush and a visit to a PINK comfort station, we did our planning for the day. I had a snap a shot of the forlorn '40 Merc coupe in the woods. We cruised the early outboard motor collection and the fascinating dirt track memorial trailer about Vineland's years of racing and the people and cars involved. Love the surrounding original racers. Many have been restored to their former glory. Then past the resto diner and to the merchandise table. I stood in the line about 30 minutes to get the sacred shirts. No other in my collection of show and event shirts draws more attention than my old Pumpkin Run Shirt.



The boys toured some of the show cars whilst I got us all a shirt.

Then the plan was to return to the car and shuck our heavy jackets, followed by chow: Did I mention the Phila Cheesesteaks? Not like Pats or Geno's but great.

We cruised thru more of the horde of show cars until we heard the air pumps from the pumpkin chucking machine, so we rushed over to watch a few chucks. They were shooting at a Chevy van and box truck. Them pumpkins sure cause some damage!! The next phase was a tour of the old junk yard with its hundreds of wrinkled and rusty cars. You could hear them Chevy's arustin!! Next they were getting the garden tractor pulls up and running. A huge crowd gathered to watch the next generation of car nuts dragging the sliding sled. They all had helmets on and huge smiles. An old fart suited up and showed them boys how to accomplish a full load by a wienie-looking tractor with engine sounds that spoke of heavy modifications to the motor's innards. Were all cheered when a boy got the first real full-pull.

Bruce split off to try and find his Vincent friend but no luck. We had another go at the show cars; looked to a couple of special items and then headed out about 2 pm. Bruce wanted to check out a couple of possible hotels for us to stay in for the ROG in Wildwood in June. (Look it up if you aren't tuned into the TROG happenings. I hope we get to attend. I'm hearing good things about TROG) Wildwood boards are so quiet in the winter. All the tourists are gone. Only one little shop was open that the proprietor and his Dad had run for the last 47 years. "Pop said son just you wait for next year." They aren't leaving ever. Even the sea gulls were elsewhere as there was no trash and spilled food for them to quaff. The gulls really do a job keeping the beach clean. The birds still work the beach and the marshes. I love the beach scene in the winter. Peaceful and quiet. Piers empty and stores shuttered against the coming hurricanes and chilly winter winds. Then we wrapped it up and head for VA, returning to my place about 8:30pm from a special fun trip to South Jersey and the Pumpkin Run of 2016. I'll see you there in 2017!

Don't miss it in 2017!!!! See <http://www.flemingspumpkinrun.com/>

Clem

## **WARNING ON LONG LIFE ANTIFREEZE**

(Article forwarded by Phil Roche, written by Dave Tulawitzky, first published in Jim Cranes Western Michigan Buick Chapter newsletter.)

Antifreeze manufacturers have reformulated their products for long life and the inhibitor attacks, among other things, silicone compounds—the most commonly used base for gasket sealants. It also attacks lead-based products (solder and Babbit), some yellow metals (cam bearings, radiators), and conventional gaskets and packing materials.

The warning here is to NOT use coolants with OAT inhibitors in your antique car. You need to read the product label and use only IAT (Inorganic Additive Technology) inhibited antifreeze.

OAT stands for “Organic Acid Technology” based corrosion inhibitors and they are designed to have longer service life than that of IAT coolants. Unfortunately that feature comes with a bad side effect for older cars. One fellow decided to change antifreeze in his antique car. His regular brand was out of stock so he bought the “advanced” formula. Four weeks later he found pools of antifreeze under his car. The antifreeze had dissolved the old gaskets. It was formulated with OAT inhibitors.

Here are some tips for finding IAT coolants:

1. Prestone says that all of its current antifreezes are OAT formulas.
2. Peak says that their antifreeze and coolant is an IAT formula. The container is blue. It is important that it not say “long life.” Peak Sierra brand is propylene glycol for those who prefer that. It, too, uses an IAT formula.
3. Zerex says that Zerex Original Green is an IAT formula. It comes in a white container. Do not use their G-05 formula in the gold jug.

### Club comments:

I'm using Prime and Advanced Auto Parts antifreeze coolants. They say "Extended life." Neither say OAT/IAT. They are both green. Clem

Try “Conventional GREEN Formula” “PEAK” Antifreeze & Coolant. It's good for “All Makes and Models: 1989 and earlier”-----says so on the gallon container!!!! I use it in my “A” and '59 Cad. I have articles written on it somewhere around here if you want me to find them and send to you. The newer stuff is not good for old cars! Rick Menz

It is true. Don't even use any modern antifreeze that says long lasting, or heavy duty. They are acid based and will erode the head gaskets and lead solder on the radiators. They are all made for the new aluminum core radiators. CARQUEST makes a house brand antifreeze for older vehicles (read ones with copper core/lead solder radiators). Doug Cox

This AACA link backs up Benny's thoughts about the newer, extended life anti-freeze  
<http://forums.aaca.org/f162/urgent-warning-extended-life-anti-freeze-292163.html> Bob Hartig



## FAIRFAX STATION MODEL TRAIN AND ANTIQUE CAR SHOW

Great weather for day one of the show on Saturday, December 5. We hosted 6 model A Fords: Jim Gray in Ruby; Benny Leonard in Bootlegger; Phil Foss in Rolling Kitchen; Paul Gauthier in his black Tudor; Tom Quigley in his roadster; and me in Smokey. Keith Randal's 38 Ford was also on scene.

They looked super nice facing the station and the running Large Scale trains around the outside of the station. The kids loved chasing the trains around the station (me too). There surely was a crowd passing me at my Loco Doctor position. Kids of all ages were everywhere. I fixed every sick train that came my way...you believe that?? I did get to learn how to apply Bull Frog Snot for the first time (That's free range bull frog snot (<http://bullfrogsnot.com/>)). I also got to run a couple of O gauge sets of mine that I had fixed.

Golly too much fun for an old man. Ms. Sandy and I had bagels at the Chesapeake Bagel Bakery before Smokey and I returned to Fairfax Station for day 2 of fun with old cars and trains. I'm thinking the crowd was huger than Saturday. We will know mid-week about the number of folks who attended. Santa was there but I did not get even one lump of coal. (And I so good was...not). I do thank the good Friends of Fairfax Station for caring for us so very well and allowing us to play trains and cars on the station grounds.

We had three Loco Doctors and we fixed everything in sight. "We fix memories" is our motto. I got to run some more home-made trains to the delight of all. The weather was a bit chilly but that did not slow anything down.



Five model A Fords showed up: Looooookin Good!! Phil Foss, Jim Gray, Bill Sims (in "Blaze"), Bill Jaeger (in "Jack Black") and my Smokey. Jerry Olexson's Beetle was there as well!

Model A horns musta' ahoogaed 7093475037465.5 K times. So many kids got to sit in my rumble seat and hug my Dalmatian "Bob." Somebody had a rubber chicken a' squawkin all the time... So many attendees had trains stories for all to enjoy.

This is all about the kids, everywhere being chased by older kids, being chased by parents, being chased by grandparents; everyone slept well Sunday night! The kids of all ages were so excited waiting for the train to come thru from under the ramp or around a corner. For me the holiday season has now begun by the show and the "Little Station at Fairfax that COULD!"

Then suddenly, all went quiet. And the little station fell asleep again. See ya next year at Fairfax Station,



Merry Christmas,  
Clem

## **DECEMBER'S PROGRAM: BROWN BAG CHRISTMAS GIFT EXCHANGE**

The December program will again be the rip-roaring Brown Bag Gift Exchange. We will operate under the same rules used over the past several years.

Each person will bring a nice gift, "wrapped" in a brown bag – and this bag will be your admission to the event. Lady-specific gifts should be marked on the outside with a large "L". The bags are placed on a table in front of the room. Each member gets a ticket stub in exchange for his bag. The other half of the ticket goes into a bowl.

"Nice Gift" means "No Junk!" - Find something among your Model A holdings that you would like to get as a gift if you didn't already have it. If you can't find something, a new part or tool in the \$10-\$20 range would be just right. (For example, last year one GWC member purchased two hood prop kits, one for his own car and one for the brown bag gift exchange.)

Then comes the fun! When the meeting begins, a ticket is drawn from the bowl. The holder of that ticket comes to the front and selects a bag from the table, turns around and opens the bag so that everyone can see the gift. When the *oohs* and *ahhs* have subsided, he/she draws a ticket from the bowl, hands it to the Master of Ceremonies, and returns to his seat with the gift. The new number is called out and the holder of that ticket comes forward and announces his/her decision, 1) Take a gift that has previously been unwrapped, or 2) Select and open a new bag. If he/she takes the previously opened gift, then that person (who relinquishes the gift) comes back to the front to 1) take a bag or 2) a previous gift, but not the one just relinquished.

Each subsequent ticket holder comes forward and has the chance to take any previously opened gift or take an unopened bag from the table except that the third holder of a given item gets to keep that item. (Example: Tom opens up a carburetor, Karen takes the carburetor from Tom, Benny takes the carburetor from Karen and gets to keep it).

The fun is always increased when someone opens a gift that multiple people are eager to own. So wrap a gift up in a brown bag and come to the meeting ready for a good time. In the end you will go home with a nice gift and pleasant memories.



## **COMING EVENTS**

[Club events are in bold]

### **December**

**December 14 - Wednesday CDC Breakfast at the Silver Diner in Fair Oaks.**

**December 14 - Monthly Meeting - Brown Bag Gift Exchange (see p. 23 for details and rules)**

### **January**

**January 11 - Wednesday CDC Breakfast at the Silver Diner in Fair Oaks.**

**January 18 - Monthly Meeting – Annual Club flea market. No general meeting.**

Be sure to check the GWC Web Site for the latest breaking news.

<http://www.gwc.gwcmodela.org/>

## **WANT ADS**

### **For Sale**

1930 Ford Model A Town Sedan: has a Model B engine; trans rebuilt by Jon Phillips, turn signals added, water pump and carb rebuilt-all in 2015. Spark/throttle control rod springs changed, new points and condenser, complete replacement of all metal parts in brake system-all in 2016. Comes with spare, rebuilt Model B water pump. \$19,000. Bud Pratsch [703-620-2518](tel:703-620-2518), [lpratsch@verizon.net](mailto:lpratsch@verizon.net)



VW Beetle restoration project in progress. Car was completely disassembled and restoration started. Excellent chassis featuring new wolf berg west floor pans and Napoleon hat professionally welded. Clean and rust free. Front end completely rebuilt with new needle bearings, tie rods, tie rod ends, ball joints, and sway bar kit. Outstanding condition and ready to bolt into car. Engine turns freely. Transmission shifts fine with no noise. Body needs work. I have new wolf berg west heater channels and several body panels that need to be welded in place. The doors, hood roof, and upper part of body is in excellent shape. All glass is good. I have all trim, tires, bumpers, etc. Title in hand. Have over \$2200 in receipts for new parts, including new backing plates, inner and outer wheel bearings, etc. that go with the car. Asking \$2,000. Will help you load everything. Nothing sold separately. Contact Hunter Fanney at 301-606-1936.

1930 Model A Ice Cream Truck, one of only a handful of original ice cream trucks to survive. This restored barn-find was lovingly restored in 2010. Complete frame-off restoration. It has been converted to 12-volt system with an alternator. Engine completely rebuilt and an oil filter added. It also has a high-compression head, which makes it a pleasure to drive. It starts and runs reliably. This meticulous restoration has won 48 trophies. Questions? Call Rick Heyer [240-393-0367](tel:240-393-0367) and leave a message. <http://www.ebay.com/itm/1930-Ford-Model-A-/222321236615>



The George Washington Chapter Inc., Model A Club of America and the Mount Vernon Region of the Model A Restorers Club does not endorse or any way approve or disapprove the use of any person or enterprise that advertises or in any way is linked to the club web site or publication (e.g., the Script)